

Amendments to the Specification:

Please replace the first paragraph on page 6 of the clean copy of the substitute specification with the following rewritten paragraph:

When looking at both rear wheels of a motor vehicle as one wheel by way of summation of the relevant ABS signals, this will open up new perspectives that allow shifting the compromise between vehicle deceleration and wheel stability in favor of the deceleration without having to fear loss in stability. This applies above all to braking operations under inhomogeneous roadway conditions, such as bumpy roadways, slopes, etc. The described risk of a premature EBV control commencing at a far too low pressure level is significantly reduced. The requirements of maximum deceleration are complied ~~with~~ without any appreciable time delay.

Please replace the last full paragraph on page 7 of the clean copy of the substitute specification with the following rewritten paragraph:

(HA designates the rear axle, with HL designating the rear left wheel and HR designating the rear right wheel). As is known, the slip is defined as the vehicle reference speed minus the vehicle wheel speed ($v_{REF} - v_{WHEEL}$); 'DVN' is the integral of the wheel acceleration or wheel deceleration.